

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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WASHINGTON, D.C.

M A S T E R   M I N I M U M   E Q U I P M E N T   L I S T

FAIRCHILD/DORNIER D-328JET

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FAIRCHILD/DORNIER D-328JET

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21	21-1	1	11/15/2001
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31	31-1	ORIGINAL	07/30/1999
32	32-1	ORIGINAL	07/30/1999
33	33-1	ORIGINAL	07/30/1999
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## Highlights of Change

EFFECTIVE ABOVE DATE, The DO-328-300 MMEL has been revised. The changes in this revision were made to provide relief for additional equipment installed on the aircraft.

Retain this sheet with your MMEL until the next revision is issued.

## ATA 28 FUEL

Page 28-9: Item 40-11, EICAS Indication (Blue) L & R FUEL QTY ACCUR  
Illuminated - New Item.

## ATA 34 NAVIGATION

Page 34-9: Item 63-00, Cockpit Printer - New Item.

Highlights of Change

ATA 26 FIRE PROTECTION

- Item 14-00: Changes were made to comply with Policy Letter 108.
- Item 15-00: Changes were made to comply with Policy Letter 24.
- Item 24-00: Changes were made to comply with Policy Letter 108.
- Item 25-00: Changes were made to comply with Policy Letter 24.

ATA 28 FUEL

- Item 40-04: New optional item.
- Item 40-05: New optional item.
- Item 40-06: New optional item.
- Item 40-07: New optional item.
- Item 40-08: New optional item.
- Item 40-09: New optional item.
- Item 40-10: New optional item.

ATA 33 LIGHTS

- Item 44-00: Changed number installed from 1 to 2.
- Item 52-00: New optional item.

ATA 34 NAVIGATION

- Item 53-00: Change was made to comply with Policy Letter 76.
- Item 62-00: New optional item.

ATA 35 OXYGEN

- Item 10-00: Editorial correction to the note.



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Highlights of Change

ATA 38 WATER/WASTE

Item 10-00: Changes made to comply with Policy Letter 83.

Item 11-00: Changes made to comply with Policy Letter 83.

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## Definitions

## 1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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## Definitions

## Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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## Definitions

operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

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## Definitions

required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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## Definitions

record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

### 23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

#### a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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## Definitions

do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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## Definitions

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft



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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

Preamble  
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble  
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD/DORNIER D-328JET

REVISION NO: 1

PAGE:

DATE: 11/15/2001

21-1

SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING							
21-00 Avionics Fan		B	1	0		(M)May be inoperative deactivated provided: a) EFIS Fan is operative, and b) ECS Flow Mode is operated in HIGH.	
01) "FAIL" Annunciator Light on AVIONIC FAN Pushbutton (Overhead Panel)		C	1	0		(M) (O)May be inoperative provided: a) AVIONIC Fan is operative, and b) Light erroneously on is masked or deactivated.	
02) "OFF" Annunciator Light on AVIONIC FAN Pushbutton (Overhead Panel)		C	1	0		(M) (O)May be inoperative provided: a) AVIONIC Fan is operative, and b) Light erroneously on is masked or deactivated.	
22-00 EFIS Fan		B	1	0		(M)May be inoperative deactivated provided: a) AVIONIC Fan is operative, and b) ECS Flow Mode is operated in HIGH.	
01) "FAIL" Annunciator Light on EFIS FAN Pushbutton (Overhead Panel)		C	1	0		(M) (O)May be inoperative provided: a) EFIS Fan is operative, and b) Light erroneously on is masked or deactivated.	
						(Continued)	

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

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REVISION NO: ORIGINAL

PAGE:

DATE: 07/30/1999

21-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				

22-00 EFIS Fan  
(Cont'd)

02)	"OFF" Annunciator Light on EFIS FAN Pushbutton (Overhead Panel)	C	1	0	(M) (O) May be inoperative provided: a) EFIS Fan is operative, and b) Light erroneously on is masked or deactivated.
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23-00 Recirculation  
Fans

C	2	0	(M) May be inoperative deactivated provided ECS Flow Mode is operated in HIGH.
---	---	---	--

01)	"OFF" Annunciator Light on RECIRC FAN Pushbutton (Overhead Panel)	C	1	0	(M) (O) May be inoperative provided: a) Both Recirculation Fans are operative, and b) Light erroneously on is masked or deactivated.
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31-00 Cabin  
Pressurization  
Control System  
(CPCS)

C	1	0	(M) (O) May be inoperative provided: a) Aircraft is operated in an unpressurized configuration, and b) Either outflow valve is secured open.
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01)	Automatic Mode	C	1	0	(M) (O) May be inoperative provided: a) Manual Pressurization Mode is verified to operate normally, and b) CPCS Automatic Controller is deactivated.
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(Continued)

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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1.		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
21	AIR CONDITIONING					
31-00	Cabin Pressurization Control System (CPCS) (Cont'd)					
02)	Control Digital Display (Overhead Panel)	C	1	0		May be inoperative provided LAND ELEV is checked and set using the CPCS/OXYGEN System Page.
03)	"CAB ALT" Warning System	C	1	0		(O)May be inoperative provided: a) Aircraft is operated within the regulatory restrictions for unpressurized operations, and b) Lights erroneously on are masked or deactivated
04)	"MAN" Annunciator Light on Pressuriza- tion Control AUTO/MAN Pushbutton (Overhead Panel)	C	1	0		(M)May be inoperative provided: a) Pressurization AUTO/MAN selection function is operative b) Lights erroneously on are masked or deactivated.

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ITEM							
21 AIR CONDITIONING							
51-00	ECS Pack Pushbuttons (Overhead Panel)						
	01) "OFF" Annuncia- tor Lights	C	2	0		(M) (O)May be inoperative provided lights erroneously on are masked or deactivated.	
	02) Vertical (Pack Valve Open) Flow Bar Lights	C	2	0		(M) (O)May be inoperative provided lights erroneously on are masked or deactivated.	
52-00	ECS ECON Flow Mode	C	1	0		(O)May be inoperative provided Flight Planning is based on ECS HIGH Fuel Consumption.	
53-00	"HIGH" Annunciator Light on ECS FLOW MODE Pushbutton (Overhead Panel)	C	1	0		(M) (O)May be inoperative provided: a) ECS Flow Mode selection function is operative, and b) Lights erroneously on are masked or deactivated.	
54-00	Ground Cooling (HX) Fans	C	2	1		(M) (O)One may be inoperative deactivated provided: a) Single ECS Pack Takeoff and Landing procedures are are developed and used, b) Associated Pack is not operated on the ground, c) Associated Pack is not operated inflight at airspeeds below 120 KIAS, and d) During single pack operations, ECS Flow Mode is operated in HIGH.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
21	AIR CONDITIONING				
61-00	Cabin Temperature Control System				
01)	Automatic Mode	C	1	0	May be inoperative provided Manual Mode is operative.
02)	Manual Mode	C	1	0	May be inoperative provided Automatic Mode is operative.
03)	"MAN" Annunciator Pushbutton Light (Overhead Panel)	C	2	0	(M)(O)May be inoperative provided lights erroneously on are masked or deactivated.
62-00	Flight Compartment Temperature Control System				
01)	Automatic Mode	C	1	0	May be inoperative provided Manual Mode is operative.
02)	Manual Mode	C	1	0	May be inoperative provided Automatic Mode is operative.
03)	"MAN" Annunciator Pushbutton Light (Overhead Panel)	C	1	0	(M)(O)May be inoperative provided lights erroneously on are masked or deactivated.



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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS	
22	AUTO FLIGHT					
10-00	Autopilot System	B	1	0	May be inoperative provided approach minimums do not require it's use.	
	01) Disconnect Warning System (Aural and PFD Visual Warnings)	C	1	0	May be inoperative provided Autopilot is not used.	
	02) Control Wheel Disconnect Switches	C	2	1	One may be inoperative provided the autopilot is not utilized at less than the initial approach altitude.	
		C	2	0	May be inoperative provided Autopilot is not used.	
	03) Yaw Damper	C	1	0	May be inoperative provided Autopilot is not used.	
11-00	Touch Control Steering (TCS) Switches	C	2	0		
12-00	Go Around (GA) Switches (on Thrust Levers)	C	2	0	(O)May be inoperative provided alternate Go Around Procedures are established and used.	
13-00	Flight Guidance Control Unit	C	1	0	May be inoperative provided Autopilot and Flight Director are not used.	
	01) Flight Director	C	1	0	May be inoperative provided Takeoff Minimums and/or Approach Minimums do not require its use.	
					(Continued)	

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
13-00	Flight Guidance Control Unit (Cont'd)			
02)	Reduced Bank Angle (BANK) Mode	C	1	0
				May be inoperative provided: a) BANK Mode is not used, and b) Auto Pilot and Flight Director are not engaged in Heading (HDG) Mode if Reduced Bank Angle Synoptic is displayed on either Primary Flight Display (PFD).
03)	Navigation (NAV) Mode	C	1	0
				May be inoperative provided: a) NAV Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "LNAV", "VOR", "LOC" or "AZ" Mode Annunciations are displayed on either Primary Flight Display (PFD).
04)	Approach (APP) Mode	C	1	0
				May be inoperative provided: a) Approach Minimums do not require its use, b) APP Mode is not engaged, and c) Auto Pilot and Flight Director are not engaged if "LOC", "VOR" or "AZ" Mode Annunciations are displayed on either Primary Flight Display (PFD).
				(Continued)

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1.		2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
22	AUTO FLIGHT				
13-00	Flight Guidance Control Unit (Cont'd)				
05)	Back Course (BC) Mode	C	1	0	May be inoperative provided: a) BC Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "BC" Mode Annunciation is displayed on either Primary Flight Display (PFD).
06)	Flight Level Change (FLCH) Mode	B	1	0	May be inoperative provided: a) FLCH Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "FLCH" Mode Annunciation is displayed on either Primary Flight Display (PFD).
07)	Vertical Speed (VS) Mode	B	1	0	May be inoperative provided: a) VS Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "VS" Mode Annunciation is displayed on either Primary Fight Display (PFD).
					(Continued)

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1.		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
22	AUTO FLIGHT					
13-00	Flight Guidance Control Unit (Cont'd)					
08)	Vertical Navigation (VNAV) Mode	C	1	0		May be inoperative provided: a) VNAV is not engaged, and b) Auto Pilot and Flight Director are not engaged if "VALT", "VFLCH" or "VPATH" Mode Annunciations are displayed on either Primary Flight Display (PFD).
09)	"BANK" Pushbutton Annunciator Light	C	1	0		May be inoperative provided Reduced Bank Angle Synoptic is operative on both Primary Flight Displays (PFD).
10)	"NAV" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "NAV" Mode Annunciations are operative on both Primary Flight Displays (PFD).
11)	"APP" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "LOC" and "VOR" Mode Annunciations are operative on both Primary Flight Displays (PFD).
12)	"BC" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "BC" Mode Annunciations are operative on both Primary Flight Displays (PFD).
						(Continued)

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
						4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT						
13-00 Flight Guidance Control Unit (Cont'd)						
13)	"FLCH" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "FLCH" Mode Annunciations are operative on both Primary Flight Displays (PFD).
14)	"VS" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "VS" Mode Annunciations are operative on both Primary Flight Displays (PFD).
15)	"VNAV" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "VNAV" Mode Annunciations are operative on both Primary Flight Displays (PFD).
16)	"ALT" Pushbutton Annunciator Light	C	1	0		May be inoperative provided "ALT" Mode Annunciations are operative on both Primary Flight Displays (PFD).
17)	"CPL" Pushbutton Annunciator Lights	C	2	0		May be inoperative provided Flight Director Couple Annunciator Arrows are operative on both Primary Flight Displays (PFD).
18)	"AP" Pushbutton Annunciator Lights	C	2	0		May be inoperative provided Autopilot Status ("AP" & "TCS") Annunciations are operative on both Primary Flight Displays (PFD).

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
						4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS						
11-00	Clearance Delivery Head (CDH)	C	1	0		May be inoperative provided Radio Management Units (RMU's) are operative.
12-00	Communications Systems (VHF HF, UHF)	D	-	-		Any in excess of those required by FAR may be inoperative provided it is not powered by the Hot Battery Bus or Essential Bus.
13-00	Radio Management Units (RMU's) Nav/Comm Tuning Function	C	2	1		(O)May be inoperative on one RMU provided: a) Back-up Engine and Navigation Displays on both RMU's are operative, b) Clearance Delivery Head (CDH) operates normally, and c) Cross-side and FMS radio tuning is operative.
20-00	Microphones					
	01) Headset/ Boom Microphones	A	-	0		May be inoperative provided: a) Hand microphones and Headsets are installed and are operative, b) Flight Data Recorder (FDR) is operative, and c) Repairs are made within three flight days.
***	02) Hand Microphones	C	-	-		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS					
21-00 ***	SELCAL System	C	-	0		May be inoperative provided alternate procedures are established and used.
		C	-	0		May be inoperative provided procedures do not require its use.
22-00 ***	ACARS System	C	-	0		(O)May be inoperative provided alternate procedures are established and used.
		C	-	0		May be inoperative provided procedures do not require its use.
30-00	Passenger Address System					
	01) Passenger Configura- tion	B	1	0		(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant chime operates normally.
		C	1	0		(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
						NOTE: Any station that operates normally may be used.
	02) Cargo Configura- tion (Courier/ Supernumerary Address System)	D	1	0		May be inoperative unless procedures require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
31-00	Alerting System (Chime/Light)				
	1) Passenger Configuration				
	a) Flight Deck Call Light	B	1	0	May be inoperative provided the flight deck chime is operative.
					NOTE: The flight deck chime must always be operative.
	b) Flight Attendant Call Light	B	1	0	May be inoperative provided: a) PA system operates normally, and b) Affected light is not used for Lavatory Smoke Detector alerting.
					NOTE: Passenger to attendant call system is considered a passenger convenience item.
	c) Flight Attendant Chime	B	1	0	May be inoperative provided: a) PA system operates normally, b) Affected chime is not used for lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used.
					NOTE: Passenger to attendant call system is considered a passenger convenience item.
32-00	Prerecorded	C	1	0	(O)May be inoperative provided
***	Passenger Announcement System				alternate procedures are established and used.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH			
23	COMMUNICATIONS					
40-00	Crewmember Interphone System	C	2	1		
	1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck, Cabin to Cabin Station	B	-	1	(O)May be inoperative provided: a) Operative station has an operative flight attendant seat, and b) Alternate communications procedures between the affected Flight Attendants station(s) and the flight deck are established and used.	
					NOTE: Any station that operates normally may be used.	
	b) Flight Deck to Ground	C	2	0	(O)May be inoperative provided alternate procedures are established and used.	

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		1.	2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
23 COMMUNICATIONS						
41-00	Passenger-To-Flight Attendant Call Buttons (Lights and Aural Tones)	B	-	-	(M)Individual Call Buttons may be inoperative provided: a) Associated Seat(s) is Blocked and Placarded "DO NOT OCCUPY", b) Inoperative Call Button Light(s), and associated Aural Tones, failed ON are deactivated, and c) If Lavatory Call Buttons are inoperative, Lavatory is not used for any purpose, and affected Lavatory Door is locked closed and Placarded "INOPERATIVE-DO NOT ENTER".	
42-00	Airborne Flight Information Services (AFIS)	D	-	0		
43-00	Flightphone System	D	1	0		
44-00	Heads Up Checklist System	D	1	0	(O)May be inoperative provided alternate procedures are established and used.	
					NOTE: Any activation switch which functions normally may be used.	

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SYSTEM & SEQUENCE NUMBERS	ITEM				
23	COMMUNICATIONS				
71-00	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
20-00	Inverters	A	2	1	One may be inoperative provided: a) Inverter Failure Indication(s) on Overhead Panel for operative Inverter are operative, b) Takeoff, Approach and Landing Minimums do not require its use, and c) Operations are limited to two flight days before repairs are made.
01)	"FAIL" Annunciator Lights on Inverter Pushbuttons (Overhead Panel)	C	2	0	(M) (O) Light(s) may fail provided: a) Associated Inverter(s) are operative, and b) Lights erroneously on are masked or deactivated.
02)	"OFF" Annunciator Lights on Inverter Pushbuttons (Overhead Panel)	C	2	0	(M) (O) Light(s) may fail provided: a) Associated Inverter(s) are operative, and b) Lights erroneously on are masked or deactivated.
30-00	Transformer Rectifier Unit (TRU)	B	1	0	May be inoperative provided: a) DC Voltmeters are operative, and b) All three DC generators are operative.
31-00	DC Voltmeters (Overhead Panel)	C	2	1	One may be inoperative provided TRU is operative.

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				

32-00	DC Generators	B	2	1	(M) (O) Right DC Generator may be inoperative provided: a) The APU generator is operated continuously, b) The aircraft is limited to operations at or below FL300, and c) DC Generator Annunciators, DC TIE Annunciators, TRU, NON-ESS Bus Annunciators are operative.
01)	"FAIL" Annunciator Light(s) on DC Generator Pushbuttons (Overhead Panel)	C	3	0	(M) (O) May be inoperative provided: a) Associated Generator(s) are operative, and b) Lights erroneously on are masked or deactivated.
02)	"OFF" Annunciator Light(s) on DC Generator Pushbuttons (Overhead Panel)	C	3	0	(M) (O) May be inoperative provided: a) Associated Generator(s) are operative, and b) Lights erroneously on are masked or deactivated.
33-00	APU DC Generator	C	1	0	(M) The APU DC Generator may be inoperative provided it is selected off.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				

40-00	AC External Power System	C	1	0	
-------	-----------------------------	---	---	---	--

01)	"AVAIL" and "ON" Annunciator Pushbutton Lights (Overhead Panel)	C	2	0	May be inoperative provided procedures do not require their use.
-----	---	---	---	---	--

		C	2	0	(O)May be inoperative provided alternate procedures for determining availability and operational status of AC External Power are established and used.
--	--	---	---	---	--

41-00	DC External Power System	C	1	0	
-------	-----------------------------	---	---	---	--

01)	"AVAIL" and "ON" Annunciator Pushbutton Lights (Overhead Panel)	C	2	1	(O)May be inoperative provided: a) "ON" and "NOT USED" External Power Annunciator Lights on Exterior Panel are operative, b) Alternate Procedures for determining External Power availability and operation status are established and used, and c) Lights erroneously on are masked or deactivated.
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SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
-----		-----	
24	ELECTRICAL POWER		4. REMARKS OR EXCEPTIONS

41-00 DC External  
Power System  
(Cont'd)

02)	"NOT USED" and "ON" Annunciator Pushbutton Lights (Exterior Panel)	C	2	1	(O) May be inoperative provided:
					a) "ON" and "AVAIL" External Power Annunciator Lights on Overhead Panel are operative,
					b) Alternate Procedures for determining External Power availability and operation status are established and used, and
					c) Lights erroneously on are masked or deactivated.

50-00 Alternator  
Pushbuttons  
(Overhead Panel)

01)	"FAIL" Annunciator Lights	C	2	0	(M) (O) May be inoperative provided:
					a) Associated Alternator(s) are operative, and
					b) Lights erroneously on are masked or deactivated.
02)	"OFF" Annunciator Lights	C	2	0	(M) (O) May be inoperative provided:
					a) Associated Alternator(s) are operative, and
					b) Lights erroneously on are masked or deactivated.

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SYSTEM & SEQUENCE NUMBERS	ITEM					
24	ELECTRICAL POWER					
51-00	AC TIE Pushbutton (Overhead Panel)					
01)	Vertical (Bus Un- Tied) Flow Bar Light	C	1	0	(M) (O) Light may fail provided:	
					a) AC Bus Tie function is operative,	
					b) AC Alternator (ALT LH/RH) Pushbutton "FAIL" and "OFF" Annunciator Lights are operative, and	
					c) Lights erroneously on are masked or deactivated.	
02)	Horizontal (Bus Tied) Flow Bar Light	C	1	0	(M) (O) Light may fail provided:	
					a) AC Bus Tie function is operative,	
					b) AC Alternator (ALT LH/RH) Pushbutton "FAIL" and "OFF" Annunciator Lights are operative, and	
					c) Lights erroneously on are masked or deactivated.	
60-00	NON-ESS Bus Pushbuttons (Overhead Panel)					
01)	Vertical (Bus Tied) Flow Bar Lights	C	2	0	(M) (O) May be inoperative provided:	
					a) Associated NON-ESS Pushbutton(s) are operative,	
					b) DC Generator (LH/RH/APU) Pushbutton "FAIL" and "OFF" Annunciator Lights are operative, and	
					c) Lights erroneously on are masked or deactivated.	
					(Continued)	



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SYSTEM & SEQUENCE NUMBERS	ITEM					
24	ELECTRICAL POWER					
60-00	NON-ESS Bus Pushbuttons (Overhead Panel) (Cont'd)					
02)	"OFF" Annunciator Lights	C	2	0	(M) (O)	May be inoperative provided: a) Associated NON-ESS Pushbutton(s) are operative, b) DC Generator (LH/RH/APU) Pushbutton "FAIL" and "OFF" Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.
61-00	DC TIE Pushbutton (Overhead Panel)					
01)	Vertical (Bus Un- Tied) Flow Bar Light	B	1	0	(M) (O)	May be inoperative provided: a) DC Bus TIE Pushbutton is operative, b) DC Generator (LH/RH/APU) Pushbutton "FAIL" and "OFF" Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.
02)	Horizontal (Bus Tied) Flow Bar Light	B	1	0	(M) (O)	May be inoperative provided: a) DC Bus TIE Pushbutton is operative, b) DC Generator (LH/RH/APU) Pushbutton "FAIL" and "OFF" Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
24	ELECTRICAL POWER					
62-00	Essential Bus LED(s) (Bus Powered) Lights (Overhead Panel)	C	2	1		
63-00	Battery 1 / 2 Pushbuttons (Overhead Panel)					
01)	"FAIL" Annunciator Light(s)	C	2	0	(M) (O) May be inoperative provided: a) Associated Battery(s) are operative, b) Lights erroneously on are masked or deactivated.	
02)	"OFF" Annunciator Light(s)	C	2	0	(M) (O) May be inoperative provided: a) Associated Battery(s) are operative, and b) Lights erroneously on are masked or deactivated.	

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ITEM					
25 EQUIPMENT/FURNISHINGS					

00-00 ***	Passenger Convenience Items	D	-	-	Passenger Convenience Items as expressed in the MMEL, are those related to Passenger convenience, comfort or entertainment such as, but not limited to, Galley Equipment, Movie Equipment, Ash Trays, Stereo Equipment, Overhead Reading Lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.
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NOTE: Lavatory Door Ash Tray(s) is not considered a Passenger Convenience Item.

01-00 ***	Operator Initiated Placards (Internal and External)	C	-	-	Any or all may be inoperative or missing.
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10-01	Cockpit Sunvisor	C	2	0	May be inoperative provided: a) No visual restrictions to the flight crew, b) Acceptable to flight crew, and c) Affected sunvisor is removed or stowed.
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SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
11-00	Observer Seat (Including Associated Equipment)	A	1	0
				May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is made available to an FAA Inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0
				May be inoperative provided: a) The primary observer seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to the FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
				NOTE 1: These provisions are intended to provide for occupancy of the above seats by an FAA Inspector when minimum safety equipment (safety belt, shoulder harness, flotation device, audio panel and oxygen mask with some goggles) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The Pilot-In-Command will determine if the minimum Safety Equipment is functional for other persons authorized to occupy Observer Seat.

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1.		2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
-----		-----	
25	EQUIPMENT/FURNISHINGS	4. REMARKS OR EXCEPTIONS	

13-00	Crewmember Flashlight/Holder Assembly(s)	C	-	0	May be inoperative or missing provided Crewmember(s) assigned to associated Seat(s) has an equivalent, operating Flashlight readily available.
20-00	Flight Attendant Seat Assembly	A	1	0	(M) (O) Flight Attendant seat may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected Seat or seat assembly is not occupied,</li> <li>b) Flight Attendant displaced by inoperative seat position occupies the passenger Seat most accessible to the inoperative seat,</li> <li>c) Alternate procedures are established and used as published in the crew members manuals,</li> <li>d) Folding type Seat is stowed or secured in the retracted position,</li> <li>e) Passenger Seat assigned to the Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and</li> <li>f) Repairs are made within two flight days.</li> </ul>

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25 EQUIPMENT/FURNISHINGS							
21-00 Passenger Seat(s) D			-	-			May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".
							NOTE: 1) A seat with an inoperative seat belt (or shoulder harn- ess, for front row seat) is considered inoperative. 2) Inoperative seats do not affect the required number of Flight Attendants. 3) Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
01) Recline Mechanism			D	-	-		May be inoperative and seat occupied provided seat is secured in the up-right position.
02) Underseat Baggage Restraining Bars			D	-	-		(O)May be inoperative provided: a) Baggage is not stowed under seat with inoperative bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
30-00	Galley Waste Receptacles Access Doors/ Covers	C	-	0	(M)May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.
40-00	Lavatory Area Ashtrays-				
	01) Airplanes with more than one lavatory area ashtray installed.	A	-	-	One may be missing provided it is replaced within 10 calendar days.
	02) Airplanes with only one lavatory area ashtray installed.	A	1	0	May be missing provided it is replaced within 3 calendar days.
51-00	Cargo Restraint *** System	C	-	0	May be inoperative or missing provided acceptable cargo loading limits from an approved source i.e.; Handling manual, or Weight and Balance document are observed.
		C	-	0	May be inoperative or missing provided cargo compartment remains empty.
60-00	Emergency *** Locator Transmitter (ELT)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
61-00	"Fasten Seat Belt While Seated" Signs	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is readable from each occupied Passenger Seat.
62-00	Megaphones	D	-	-	Any in excess of those required by FAR may be missing or inoperative.
***					
63-00	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing, provided required distribution is maintained.
64-00	Emergency	D	-	-	Any in excess of those required by FAR may be opened or missing provided required distribution of remaining Kit(s) is maintained.
***	Medical Kits				
65-00	Over-Water	C	-	-	Any items in excess of those required by FAR may be inoperative or missing provided required distribution of operative equipment is maintained.
***	Equipment				



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1.		2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
26	FIRE PROTECTION		

14-00	Cargo	C	-	-	(O)May be inoperative provided
***	Compartment				procedures are established and used
	Smoke Detection				to ensure the associated compart-
	System				ment remains empty, or is verified
					to contain only empty cargo handl-
					ing equipment, ballast (ballast
					may be loaded in ULDs), and/or Fly
					Away kits.

NOTE: Operators MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM				
26	FIRE PROTECTION				
15-00	Lavatory Smoke Detection System	C	-	-	(M) (O) For each lavatory, the lavatory smoke detection system may be inoperate provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.
					NOTE: 1) These provisos are not intended to prohibit use or inspections by crewmembers.  2) Lavatory smoke detection system is not required for all-cargo operations.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
21-00	Fire Extinguisher Thermal Discharge Discs	C	5	0
				(M) (O) May be inoperative or missing provided: a) Adequate charge of associated extinguisher is verified each flight day, and b) Associated Engine Fire Protection Discharge (DIS) Bottle Lights are tested each flight day.
24-00	Cargo Compartment Fire Extinguisher System	C	-	-
***				(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
				NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
25-00	Lavatory Fire Extinguisher Systems	C	-	-
				For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system operates normally.
		C	-	-
				(M) (O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided:
				a) Lavatory Waste Receptacle is empty,
				b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and
				c) Lavatory is used only by crewmembers.
				NOTE:
				1) These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.
				2) A lavatory fire extinguisher system is not required for all-cargo operations.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM				
26	FIRE PROTECTION				
27-00	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged "INOPERATIVE," removed from the installed position, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					

12-00	Normal Aileron Trim System	B	1	0	(O)May be inoperative provided: a) Aileron Trim Indication System is operative, b) Standby Aileron Trim System is operated through full travel before each departure, and c) Standby Aileron Trim System is selected and used throughout flight.
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13-00	Standby Aileron Trim System	B	1	0	(O)May be inoperative provided: a) Aileron Trim Indication System is operative, b) Normal Aileron Trim System is operated through full travel before each departure, and c) Normal Aileron Trim System is selected and used throughout flight.
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15-00	Aileron Trim Indication System	B	1	0	(M)(O)May be inoperative: provided: a) Normal and Standby Aileron Trim Systems are operative, b) Aileron Trim Systems are operated through full travel before each departure, and c) At completion of Trim check, Aileron Trim Tab is visually verified in the neutral position, and Aileron Trim is not repositioned unless required in flight.
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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
16-00	Aileron Position Indications (FLT CTRL Page)	C	2	0	(O)May be inoperative provided, before each takeoff, normal Aileron control movement is verified by an acceptable alternate means.
23-00	Rudder Limiter System	A	1	0	(O)May be inoperative in the Disengaged Mode provided: a) Airspeed is limited to a maximum of 160 KIAS, b) Aircraft is not operated in known or forecast icing conditions, c) Maximum allowable takeoff weight is limited to at or below 31,000 pounds, and b) Operations are limited to two flight days before repairs are made.
01)	"UN-LIMIT" Annunciator Pushbutton Light	C	1	0	(M) (O)May be inoperative provided: a) RUD LIMIT Pushbutton is operative, and b) Lights erroneously on are masked or deactivated.
25-00	Rudder Trim Indication System	B	1	0	(M) (O)May be inoperative provided: a) Rudder Trim System is operated through full travel before each departure, and b) At completion of Trim check, Rudder Trim Tab is visually verified in the neutral position, and Rudder Trim is not repositioned unless required in flight.

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1.		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
27	FLIGHT CONTROLS					
26-00	Rudder Position Indication (FLT CTRL Page)	C	1	0		(O)May be inoperative provided, before each takeoff, normal Rudder control movement is verified by an acceptable alternate means.
33-00	Stick Shaker	B	2	1		(M) (O)One may be inoperative provided: a) Inoperative Stick Shaker is deactivated, and b) Before each departure, Stick Pusher and remaining Stick Shaker are verified to operate normally.
34-00	"OFF" Annunciator Light on Stick Pusher (PUSHER) Pushbutton (Center Pedestal)	C	1	0		(M) (O)Light may fail provided: a) PUSHER Pushbutton is operative, b) Before each departure Stick Pusher is verified to operate normally, and c) Lights erroneously on are masked or deactivated.
35-00	Elevator Position Indication (FLT CTRL Page)	C	1	0		(O)May be inoperative provided, before each takeoff, normal Elevator control movement is verified by an acceptable alternate means.
60-00	Roll Spoiler Position Indications (FLT CTRL Page)	C	2	0		(O)May be inoperative provided, before each takeoff, normal Roll Spoiler control movement is verified by an acceptable alternate means.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS				

61-00	Ground Spoiler System	C	1	0	(M) (O) May be inoperative provided: a) System is deactivated, and b) Performance limitations are applied.
01)	"TEST" Annunciator Light on GND SPOIL Test A and Test B Pushbuttons (Center Pedestal)	C	2	0	(O) Light(s) may fail provided: a) Ground Spoiler Test pushbuttons are operative, and b) Lights erroneously on are masked or deactivated.
71-00	Gust Lock System	C	1	0	(M) May be inoperative provided: a) An acceptable alternate method of securing the affected Flight Controls is developed and used, and b) Full and free movement of associated Flight Controls is verified before takeoff.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL					

10-00	Magnetic Dipsticks (Magna Sticks)	C	4	0	
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20-00	Fuel Pump System				
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01)	ELPMP "FAIL" Pushbutton Annunciator Lights (Overhead Panel)	C	2	0	(M) May be inoperative provided: a) Associated Electric Boost Pump(s) is operative, b) Associated Jet Pump System(s), and Jet Pump Pushbutton Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.
-----	--	---	---	---	--

02)	ELPMP "ON" Pushbutton Annunciator Lights (Overhead Panel)	C	2	0	(M) (O) May be inoperative provided: a) Associated Electric Boost Pump(s) is operative, b) Associated Jet Pump System(s), and Jet Pump Pushbutton Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				

20-00 Fuel Pump  
System  
(Cont'd)

03) Jet Pumps	C	4	2	(M)(O)Any two may be inoperative provided: a) Both Electric Fuel Pumps operate normally, b) Fuel Quantity Indications operate normally, c) Only Jet A or Jet A1 Fuel is used, and d) Unusable Fuel Quantity in affected Wing Tank Group (Inner, Outer, and Feeder Tanks) is increased by 30 lbs.
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04) JETPMP "FAIL" Pushbutton Annunciator Lights (Overhead Panel)	C	2	0	(M)May be inoperative provided: a) Associated Jet Pump(s) are operative, b) Associated Automatic Electric Boost Pump(ELPMP AUTO) System(s), and Pushbutton Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				

20-00 Fuel Pump  
System  
(Cont'd)

05)	JETPMP "OFF" Pushbutton Annunciator Lights (Overhead Panel)	C	2	0	(M) (O) May be inoperative provided: a) Associated Jet Pump(s) are operative, b) Associated Electric Boost Pump (ELPMP) System(s), and its associated Pushbutton Annunciation Lights operate normally, and c) Lights erroneously on are masked or deactivated.
-----	---	---	---	---	--

06)	ELPMP Auto Boost Pump Function	C	2	0	(M) (O) May be inoperative provided: a) Associated Electric Boost Pump (ELPMP) is operative, b) "FAIL" Annunciator Lights on ELPMP and JETPMP Pushbuttons are operative, and d) Associated ELPMP remains ON continuously from Takeoff to Landing unless otherwise directed by Abnormal or Emergency Procedures.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL						
20-00 Fuel Pump System (Cont'd)						
07)	ELPMP AUTO "FAIL" Pushbutton Annunciator Lights (Overhead Panel)	C	2	0	(M)May be inoperative provided:	a) Associated Electric Boost Pump is operative, b) Associated Jet Pump System(s) and Pushbutton Annunciator Lights are operative, and c) Lights erroneously on are masked or deactivated.
08)	ELPMP AUTO "OFF" Pushbutton Annunciator Lights (Overhead Panel)	C	2	0	(M)May be inoperative provided:	a) Associated Electric Boost Pump is operative, b) Associated Jet Pump System(s), and Pushbutton Annunciation Lights are operative, and c) Lights erroneously on are masked or deactivated.
21-00 Fuel Crossfeed Indications (Overhead Panel)						
01)	Horizontal (Valve Open) Flow Bar Annunciator Light	C	1	0	(M) (O)Light may fail provided:	a) Fuel Cross Feed System is operative, and b) Lights erroneously on are masked or deactivated.
02)	Vertical (Valve Closed) Flow Bar Annunciator Light	C	1	0	(M) (O)Light may fail provided:	a) Fuel Cross Feed System is operative, and b) Lights erroneously on are masked or deactivated.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
						4. REMARKS OR EXCEPTIONS
28 FUEL						
22-00 Fuel Shut Off Valve Indications (Overhead Panel)						
01)	Horizontal (Valve Closed) Flow Bar Annunciator Light	C	2	0	(M) (O)May be inoperative provided: a) Associated Engine Fuel Shut Off Valve(s) operate normally, b) Lights erroneously on are masked or deactivated.	
02)	Vertical (Valve Open) Flow Bar Annunciator Lights	C	2	0	(M) (O)May be inoperative provided: a) Associated Engine Fuel Shut Off Valve(s) are operative, and b) Lights erroneously on are masked or deactivated.	
23-00 Pressure Refueling System		C	1	0	May be inoperative provided acceptable alternate refueling procedures are established and used.	
01)	Automatic Function	C	1	0	May be inoperative provided Manual Pressure Refueling Function operates normally.	
02)	Manual Function	C	1	0	May be inoperative provided Automatic Pressure Refueling Function operates normally.	
03)	Pressure Refueling Cap	C	1	0	May be missing.	

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		ITEM				
28	FUEL					
40-01	EICAS "FUEL LEVEL LOW" Cautions	C	2	0		(O)May be inoperative provided associated EICAS Fuel Quantity indications operate normally.
40-02	EICAS "FUEL TANK TEMP" Cautions	C	2	0		(O)May be inoperative provided: a) Static Air Temperature (SAT) Indications operate normally, and b) Appropriate AFM Limitations, Procedures, and Performance adjustments are applied.
40-03	EICAS Fuel Quantity Indications	C	6	5		(M) (O)One may be inoperative provided: a) Fuel Quantity in associated Fuel Tank(s) is verified by an acceptable alternate means, b) Associated Fuel Flow and Fuel Remaining Indications operate normally, c) All Fuel Pumps (Electric and Jet) operate normally, d) Fuel Quantity of affected Wing Tank Group is manually entered in the EICAS Fuel System Page prior to engine start and, e) 300 pounds remaining fuel in the affected tank is considered to be unusable.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
28	FUEL			
40-04	"ON" Annunciator C Lights on Auxiliary Transfer pumps (AUXPMP) Push- buttons	3	0	Light(s) may fail to illuminate provided: a) Associated Electric Transfer pump(s) is verified to operate normally, b) EICAS FUEL System page operates normally, c) Remaining Annunciator Lights on affected pushbuttons(s) operate normally, d) EICAS FUEL System page for determining Electric Boost Pump(s) status is used, and e) Auxiliary fuel system AUTO mode active and operate.
40-05	"Fail" C Annunciator Lights On Auxiliary Transfer pumps (AUXPMP) Push- buttons	3	0	Light(s) may fail to illuminate provided: a) Associated Electric Transfer pumps is verified to operate normally, b) EICAS FUEL System Page operates normally, c) Remaining Annunciator Lights on affected pushbuttons operate normally, and d) Auxiliary fuel system AUTO mode active and operate.
40-06	"MAN" Annunciator C Light on MAN Pushbutton	1	0	Light may fail to illuminate provided indication on EICAS FUEL System Page operates normally.



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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
28	FUEL				
40-07	Auxiliary Transfer pumps (AUXPMP)	C	3	0	Auxiliary transfer pumps may be inoperative provided: a) Auxiliary fuel system is in MAN mode, b) All three auxiliary transfer pumps are selected OFF, c) EICAS FUEL System Page operates normally, d) Auxiliary Fuel Quantity operate e) Auxiliary Fuel Quantities are within CG limits, and f) Indicated Auxiliary Fuel is considered unusable.
40-08	Auxiliary Refuel Valves (AUXSOV)	C	3	0	Auiliary refuel valves may be inoperative provided: a) Associated auxiliary refuel valve is verified to be closed, and b) EICAS Fuel System page operates normally.
40-09	Auxiliary Transfer Valves (XFERSOV)	C	2	0	Auxiliary transfer valve may be inoperative provided: a) Associated auxiliary transfer valves are verified to be closed, b) EICAS Fuel System page operates normally, c) Auxiliary fuel system is in MAN mode, d) All three auxiliary pumps are selected OFF, e) Auxiliary fuel quantities are within CG limits, and f) Indicated auxiliary fuel is considered unuable.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
28	FUEL			
40-10	EICAS Fuel Quantity Indication Auxiliary Fuel Tanks	C	3	0
				Auxiliary fuel quantity indication may be inoperative provided: a) Auxiliary fuel tanks are verified to be empty, b) Auxiliary fuel system is in MAN mode, c) All three auxiliary transfer pumps are selected OFF d) EICAS fuel system page operates normally, e) Auxiliary transfer pumps operate normally (OFF), and f) Auxiliary refuel valves operate normally (Closed).
40-11	EICAS Indication (Blue) L & R FUEL QTY ACCUR Illuminated	C	-	0
				(O)May be inoperative provided: a) Fuel Quantity is associated fuel tank(s) is verified by by an acceptable means, b) Associated Fuel Flow and Fuel Remaining indications operate normally, and c) All Fuel Pumps (Electric and Jet) operate normally.
				NOTE: Aircraft with Option # 0330F003A will lose the ability to Refuel the Auxiliary Fuel Tanks.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER					
31-00	"OFF" Annunciator Light on Hydraulic Power (HYD PWR) System "A" Pushbutton (Overhead Panel)	C	1	0	(M) (O) May be inoperative provided: a) Hydraulic System "A" pump Pushbutton is operative, and, b) Lights erroneously on are masked or deactivated.	
32-00	"OFF" Annunciator Light on Hydraulic Power (HYD PWR) System "B" Pushbutton (Overhead Panel)	C	1	0	(M) (O) May be inoperative provided: a) Hydraulic System "B" pump Pushbutton is operative, and, b) Lights erroneously on are masked or deactivated.	
33-00	"ALT BRK" Annunciator Light on Brake Change Over Valve (COV) Pushbutton (Overhead Panel)	C	1	0	(M) (O) May be inoperative provided: a) ALT BRK COV pushbutton is operative, and b) Lights erroneously on are, masked or deactivated.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
10-00	Elevator/Rudder Horn Heater Systems	B	2	0		May be inoperative provided: a) Both Elevator/Rudder Horn Heater Selector Switches remain in the OFF Position, and b) Aircraft is not operated in known or forecast icing conditions.
01)	"FAIL" Annunciator Pushbutton Lights	B	2	0	(M) (O)	May be inoperative provided: a) Associated Horn De-ice System is operative, and b) Lights erroneously on are masked or deactivated.
02)	"ON" Annunciator Pushbutton Lights	B	2	0	(M) (O)	May be inoperative provided: a) Associated Horn De-ice System is operative, and b) Lights erroneously on are masked or deactivated.
11-00	Airfoil De-ice Bleed System					
01)	"OFF" Annunciator Pushbutton Lights	C	2	0	(M) (O)	May be inoperative provided: a) Affected De-ice Airfoil Bleed System(s) are operative, and b) Lights erroneously on are masked or deactivated.
02)	Horizontal (Valve Open) Flow Bars Annunciator Pushbutton Lights	C	2	0	(M) (O)	May be inoperative provided: a) Affected Airfoil De-ice Bleed System(s) are operative, and b) Lights erroneously on are masked or deactivated.
						(Continued)

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM				
30	ICE AND RAIN PROTECTION				
11-00	Airfoil De-ice Bleed System (Cont'd)				
03)	De-ice Pressure Sensor	B	2	1	(M) (O) One may be inoperative provided: a) Both Airfoil Bleed Shut Off Valves (SOV's) are operative, b) Before dispatch into known or forecast icing conditions all De-icer Boots are ground checked and normal inflation and deflation is visually confirmed, and c) Before takeoff into known or forecast icing conditions, adequate De-ice Pressure from the affected side is verified.
		B	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12-00	Airframe De-Icing System	B	1	0	May be inoperative provided: a) Suction Hold Down Function operates normally, and b) Aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
						4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
12-00	Airframe De-icing System (Cont'd)					
01)	CYCLE Mode Timer	B	1	0		(O)May be inoperative provided: a) Before dispatch into known or forecast icing conditions, all de-ice boots are ground checked in the SINGLE mode to confirm inflation and deflation, and b) CYCLE Mode switch remains in the off position.
02)	SINGLE Mode Timer	B	1	0		(O)May be inoperative provided: a) Before dispatch into known or forecast icing conditions, all de-ice boots are ground checked in the CYCLE mode to confirm inflation and deflation, and b) SINGLE Mode switch remains in the off position.
03)	"ON" Annunciator Light on SINGLE Mode Pushbutton (Overhead Panel)	C	1	0		(M) (O)May be inoperative provided: a) Airfoil SINGLE Mode is operative, and b) Lights erroneously on are masked or deactivated.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM				
30	ICE AND RAIN PROTECTION				
20-00	Engine Inlet Anti-ice Systems	C	2	1	(M)One may be inoperative provided: a) Aircraft is not operated known or forecast icing conditions, and b) Failed valve is secured in the closed position.
01)	"ON" Annunciator Pushbutton Lights (Overhead Panel)	C	2	0	(M) (O)May be inoperative provided: a) Associated ENGINE Anti-ice pushbuttons are operative, and b) Lights erroneously on are masked or deactivated.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM				
30	ICE AND RAIN PROTECTION				
30-00	Pitot Heater Systems				
01)	Main (1 and 2) Systems	B	2	1	(M) (O) One may be inoperative provided: a) Standby (STBY) Pitot Heater is operative, b) Angle of Attack (AOA) Heaters are operative, c) Affected Main Pitot Heater is deactivated, d) Associated PROBES 1 or 2 Button on Overhead Panel remains ON, as called for on approved Normal Checklists, e) Normal operation of Stall Detection and Prevention system (Stick Shaker and Pusher) is verified to operate normally before each takeoff, and f) Aircraft is not operated in visible moisture or known or forecast icing conditions.
					(Continued)



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1.		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
30	ICE AND RAIN PROTECTION					
30-00	Pitot Heater Systems (Cont'd)					
02)	Standby (STBY) System	B	1	0	(M)(O) May be inoperative provided:	a) Both Main (1 and 2) Pitot Heater Systems are operative, b) Total Air Temperature (TAT) Heater Element is operative, c) Standby Pitot Heater is deactivated, d) Associated STBY PROBE Button on Overhead Panel remains ON as called for on Approved Normal Checklists, and e) Aircraft is not operated in visible moisture or known or forecast icing conditions.
03)	"FAIL" Annunciator Lights on Pitot Heat Pushbuttons (Overhead Panel)	B	3	2	(M)May be inoperative provided:	a) Associated Probe Heat System is operative, and b) Lights erroneously on are masked or deactivated.
04)	"OFF" Annunciator Lights on Pitot Heat Pushbuttons (Overhead Panel)	B	3	2	(M)May be inoperative provided:	a) Associated Probe Heat System is operative, and b) Lights erroneously on are masked or deactivated.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
31-00	TAT Heater System	B	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
40-00	Windshield Heat Systems					
01)	Forward Windows	B	2	1		(M) (O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach Minimums do not require its use,</li> <li>b) Affected Window's Heat System is deactivated,</li> <li>c) Affected Window's EICAS "WSHLD HEAT FAIL" Caution is deactivated,</li> <li>d) Side Window Heat Systems are operative,</li> <li>e) ECS Flow Mode remains in HIGH,</li> <li>f) Feet Airflow Lever on affected side remains in full UP, and</li> <li>g) Aircraft is not operated in known or forecast icing conditions.</li> </ul>
02)	Side Windows	B	2	1		(M) (O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected Window's Heat System is deactivated,</li> <li>b) Affected Window's EICAS "WSHLD HEAT FAIL" Caution is deactivated,</li> <li>c) Forward Window Heat Systems are operative, and</li> <li>d) Aircraft is not operated in known or forecast icing conditions.</li> </ul>

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
30	ICE AND RAIN PROTECTION				
41-00	Windshield Wiper Systems	C	2	0	May be inoperative provided Airplane is not operated in precipitation within 5 NM of airport of takeoff or intended landing.
80-00	Ice Detector System	C	1	0	(M) (O)May be inoperative provided: a) Erroneous indications are deactivated, and b) Alternate procedures for detection of airfoil icing are developed and used.
01)	"FAIL" Annunciator Pushbutton Light (Overhead Panel)	B	1	0	(M) (O)May be inoperative provided: a) Ice Detector is operative and, b) Lights erroneously on are masked or deactivated.
02)	"ICE" Annunciator Pushbutton Light (Overhead Panel)	C	1	0	(M) (O)May be inoperative provided: a) Ice Detector is operative and, b) Lights erroneously on are masked or deactivated.

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SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS OR EXCEPTIONS	
31	INDICATING/RECORDING SYSTEMS					
10-00	Total Air Temperature (TAT) Probes	C	2	1	One may be inoperative provided Fuel Tank Temperature (TANK TEMP) Indications on FUEL System Page operate normally.	
20-00	Clocks	C	2	1		
30-00	Flight Data Recorder (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.	
50-00	Master Warning Lights	B	2	1	(M)One may be inoperative provided: a) Master Warning Aural Alert and all discrete Red Warning Panel (RWP) Lights are operative, and b) Lights erroneously ON are deactivated.	
51-00	Master Caution Lights	B	2	1	(M)One may be inoperative provided: a) Master Caution Aural Alert is operative, and b) Lights erroneously ON are deactivated.	

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
32	LANDING GEAR			
40-00	Brake Temperature Indicating Sensors	C	4	2
				(M) (O) One on each landing gear may be inoperative provided:
				a) HYDR System Page Brake Temperature Indications for remaining brake Sensors are operative,
				b) Temperature indications for remaining brakes are within normal range before each takeoff,
				c) EICAS "BRAKE TEMP HIGH" Caution associated with the inoperative Sensor(s) is deactivated, and
				d) Affected brake(s) is cool to the touch before each departure.
50-00	"OFF" Annunciator Light on Nosewheel Steering (NWS) Pushbutton (Center Panel)	C	1	0
				(M) (O) May be inoperative provided:
				a) Nosewheel Steering operates normally, and
				b) Lights erroneously on are masked or deactivated.
51-00	"NWS HI" Annunciator Light on NWS HIGH Pushbutton (Center Pedestal)	C	1	0
				(M) (O) May be inoperative provided:
				a) NWS Tiller is operative and,
				b) Lights erroneously on are masked or deactivated.

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1.			2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS OR EXCEPTIONS		
33 LIGHTS					
00-00	Stairway Lighting System	C	1	0	System may be inoperative provided steps are illuminated by an acceptable alternate means.
	01) Individual Entrance Door Step Lights	C	4	2	Two non-adjacent Lights may be inoperative.
10-00	Boarding Light Timer	C	1	0	May be inoperative provided: a) Boarding lights are operated manually, and b) Battery voltage is checked before each flight.
11-00	Flight Compartment and Instrument Lighting System	C	1	-	Individual Lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmember's eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
	01) Standby Attitude Indicator Internal Illumination System	C	1	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
33	LIGHTS				
12-00	"DAY/NIGHT" Annunciator Light Intensity Selector Switch (Cockpit Lighting Control Panel)	C	1	0	"NIGHT" (Dimming) function may be inoperative for day-only operations.
20-00	Cabin Interior Lighting System	C	1	-	Individual Lights may be inoperative provided remaining lighting is sufficient for Cabin Attendant(s) to perform their duties.
		C	1	0	May be inoperative for day operations.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
33	LIGHTS			
21-00	Passenger Notice System (No Smoking, Fasten Seat Belt and Return to Seat Signs)	C	-	-
				(M) (O) No Passenger Seat, Cabin Attendant Seat, or Lavatory may be occupied from which a "No Smoking, Fasten Seat Belt" or "Return to Seat" Sign is not readily legible. (The affected Seat and/or Lavatory must be blocked and placarded - "DO NOT OCCUPY")
		C	-	-
				(O) "No Smoking / Fasten Seat Belt" and "Return to Seat" Signs may be inoperative and the affected Passenger Seat(s), Cabin Attendant Seat(s), or Lavatory(s) may be occupied provided: a) PA System operates normally and can be clearly heard throughout the Cabin and Lavatory(s) during flight, and b) PA System is used to alert the Cabin Crew and to notify Passengers when Seat Belts should be fastened, when return to Seat is required, and when smoking is prohibited.



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SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS							
22-00	Floor Proximity Emergency Escape Path Marking System	C	-	-			Individual Lights may be inoperative provided minimum acceptable light levels specified in one of the following documents are complied with: a) FAA Engineering Approval Letter, b) FAA Approved Report of the Type Design Holder, c) Limitations and Conditions of the applicable Supplemental Type Certificate (STC), or d) An FAA Approved Report incorporated in the Master Drawing List for the applicable STC.
30-00	Cargo Compartment Light System	C	1	0			Any operative lights may be used.
40-00	Landing Lights	C	2	1			One may be inoperative for night operations provided both Taxi Lights operate normally.
		C	2	0			May be inoperative for day operations.
41-00	Taxi Lights	C	2	1			One may be inoperative for night operations provided both Landing Lights operate normally.
		C	2	0			May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS		ITEM	1.      2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS OR EXCEPTIONS			
33 LIGHTS						
42-00	Wing Inspection Lights	C	2	0	(O)May be inoperative for night operations only if consistent with AFM limitations.	
		C	2	0	May be inoperative for day operations.	
43-00	Navigation Lights	C	6	0	May be inoperative for day operations.	
		C	6	3	One lamp in each position may be inoperative for night operations	
44-00	White Tip (STROBE) Anti-Collision Light System	C	2	0	Any operative lights may be used.	
45-00	Red Flashing Beacons (ANTICOLL) Light System	C	1	0	May be inoperative for day operations. Any operative lights may be used.	
46-00 ***	Logo Light System	C	1	0	Any operative light may be used.	
50-00	Interior Emergency Lighting System	C	1	0	May be inoperative when no persons are in the cabin.	
51-00	Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.	
52-00	Pulselite System	C	1	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

10-00	Altitude Alert System	A	-	-	(O)May be inoperative provided: a) Autopilot with Altitude Hold is operative, and b) Operations are limited to three flight days before repairs are made.
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11-00	Instrument Comparator System	C	1	0	May be inoperative provided approach minimums do not require its use.
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12-00	Omega/VLF Navigation System	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
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		C	-	0	May be inoperative provided procedures do not require its use.
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13-00	Head-Up Display System (HUD)	C	1	0	(M)May be inoperative provided: a) System is deactivated, b) Combiner Unit remains in the stowed position, and c) Takeoff and Approach minimums do not require its use.
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20-00	Slaved Gyro Compass System (AHRS)	B	2	1	(O)One may be inoperative in the slaved mode provided: a) DG Mode is operative, and b) Non-stabilized magnetic compass is operative.
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23-00	Standby Attitude Indicator	B	1	0	May be inoperative for day VMC operations only.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				

24-00	Non-Stabilized Magnetic Compass	B	1	0	(O)May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
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30-00	Marker Beacon	C	-	0	May be inoperative provided approach minimums do not require its use.
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31-00	Microwave *** Landing System (MLS)	C	-	0	(O)May be inoperative provided approach minimums do not require its use.
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		C	-	0	May be inoperative provided procedures do not require its use.
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41-00	Weather Radar	C	-	-	As required by FAR.
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42-00	Radio Altimeter System(s)	A	-	0	(O)May be inoperative provided: a) Ground Proximity Warning System (GPWS) is considered inoperative, b) Approach minimums and/or operating procedures do not require its use, and c) Operations are limited to two flight days before repairs are made.
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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
						4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
44-00	Traffic Alert and Collision Avoidance System (TCAS)	C	-	0		(M)May be inoperative provided the system is deactivated and secured.
***	01) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1		(O)One may inoperative on the non-flying pilot side provided TA and RA elements are operative on the flying pilot side.
	02) Resolution Advisory (RA) Display System(s)	C	2	1		(O)One may be inoperative on the non-flying pilot side.
		C	-	0		(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions operate normally, and b) TA only mode is selected by the Crew.
	03) Traffic Alert (TA) Display System	C	-	0		(O)May be inoperative provided all installed RA display and audio functions operate normally.

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SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION								
45-00	Ground Proximity Warning System (GPWS)	A	-	0			(O)May be inoperative provided: a) Alternate Procedures are established used, and b) Repairs are made within two flight days.	
01)	Terrain Avoidance Warning (Modes 1-4)	A	-	0			(O)May be inoperative provided: a) Alternate procedures are established used, and b) Repairs are made within two flight days.	
02)	Test Mode	A	1	0			(O)May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
03)	Glideslope Deviation Lights (Mode 5)	C	2	0			(O)May be inoperative provided alternate procedures are established and used.	
***	04) Advisory Callouts	C	-	0			(O)May be inoperative provided alternate procedures are established and used.	
***	05) Windshear Mode	C	-	0			(O)May be inoperative provided alternate procedures are established and used.	
***	06) Enhanced GPWS	C	-	0			(O)May be inoperative provided alternate procedures are established and used.	
51-00	VHF Navigation Receiver Systems	C	-	-			Any in excess of those required by FAR and not powered by an emergency bus, may be inoperative.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
52-00	ADF	C	-	-	As required by FAR.
53-00	ATC Transponder and Automatic Altitude Reporting Systems	C	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Before flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	-	Any in excess of those required by FAR may be inoperative.
54-00	DME System(s)	D	-	-	Any in excess of those required by FAR may be inoperative.
55-00	Global *** Positioning System (GPS)	C	-	0	(0)May be inoperative provided alternate procedures are established and used.
		C	-	0	May be inoperative provided procedures do not require its use.
60-00	Display Controller Unit				
	01) PFD Format (FMT) Selection Pushbuttons	B	2	0	May be inoperative with a fixed PFD HSI Format, provided displayed HSI Format is acceptable to the affected pilot(s).
	02) RMI Bearing (BRG) Selection Pushbuttons	C	4	2	One on each pilot's Display Controller Unit may be inoperative.
		B	4	0	May be inoperative provided approach minimums and navigation procedures do not require its use.
					(Continued)

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1.		2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
34	NAVIGATION		

60-00 Display  
Controller Unit  
(Cont'd)

03) VOR/LOC (V/L) Navigation Source Selector Pushbuttons	C	2	1	(O)One may be inoperative provided: a) On-side VOR/Localizer information is displayed, b) FMS Navigation Pushbutton is not engaged on the affected side, and c) MLS Navigation Pushbutton is not engaged on the affected side.
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	B	2	0	May be inoperative provided: a) On-side VOR/Localizer information is displayed, b) FMS Navigation Pushbutton is not engaged on the affected side, c) MLS Navigation Pushbutton is not engaged on the affected side, and d) Alternate navigation procedures are established and used.
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(Continued)



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1.		2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
34	NAVIGATION		

60-00 Display  
Controller Unit  
(Cont'd)

04) FMS Navigation Source Selector Pushbuttons	B	2	1	One may be inoperative provided:
				a) On-side VOR/Localizer is displayed on the affected PFD, and b) FMS Navigation Pushbutton is not engaged on the affected side.
	B	2	0	Both may be inoperative provided:
				a) Operations are not predicated on FMS Navigation, b) On-side VOR/Localizer is displayed on both PFD's, and c) FMS Navigation Pushbuttons are not engaged on either side.

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1.		2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
60-00	Display Controller Unit (Cont'd)				
05)	DH/MDA Display Selector Knobs	C	2	1	(O)One may be inoperative provided: a) Affected DH/MDA Selector Knob is not used for any function, b) DH and MDA references are not displayed on affected PFD, and c) Approach minimums do not require its use.
		C	2	0	Both may be inoperative provided: a) Affected DH/MDA Selector Knob(s) is not used for any function, b) DH and MDA references are not displayed on either PFD, c) Approach minimums do not require its use, and d) Alternate procedures for determining and denoting DH and/or MDA are established and used.
06)	Indicated Airspeed (IAS) Selector Knob	B	1	0	(O)May be inoperative provided: a) Flight Level Change (FLCH) Auto Pilot/Flight Director Mode is not used, b) Takeoff, Approach and Landing procedures do not require its use, and c) Alternate airspeed referencing procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
61-00	Flight Management System (FMS)	C	-	-		(O)May be inoperative provided: a) For IRS equipped aircraft, alternate procedures for aligning IRS are established and used, b) Alternate Flight Planning procedures are established and used, and c) Alternate Navigation procedures are established and used.
	01) Navigation Databases	C	-	-		(O)May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigational Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
62-00	Disk Drive For Navigation Data Base	C	1	0		
63-00	Cockpit Printer	D	1	0		

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
						4. REMARKS OR EXCEPTIONS
35 OXYGEN						
10-00 Oxygen System						
01)	Automatic Mask Deploy Function	B	1	0	(M)May be inoperative provided:	a) Manual deploy function is operative, and b) Operations are limited to FL300 and below.
02)	Passenger Oxygen Dropout Units At Passenger Seats	B	-	0	(M)May be inoperative provided:	a) Inoperative Units are secured closed, b) Associated Seats are blocked and placarded to prevent occupancy, and c) If two or more Units are adjacent (forward and aft, or left and right), Seat Rows forward and aft of inoperative Units are blocked and placarded to prevent occupancy.
					NOTE:	Oxygen Dropout Units must operate normally at Flight Attendant Stations when that station is required to be occupied.
03)	Passenger Oxygen Dropout Units In Lavatory	B	-	0	(M)May be inoperative provided	affected Lavatory is blocked and placarded "INOPERATIVE - DO NOT ENTER".
04)	Oxygen Cylinder Quantity Gauge(s)	C	-	0	(M) (O)May be inoperative provided	Oxygen Quantity Indication(s) on CPCS/OXYGEN System Page are operative.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS OR EXCEPTIONS	
35	OXYGEN			
20-00	First Aid Oxygen Masks	C	-	-
				Any in excess of those required by FAR may be inoperative or missing provided: a) Affected Mask(s) is removed from the Passenger Cabin, and b) Required distribution of operative Masks is maintained.
30-00	Protective Breathing Equipment (PBE)	D	-	-
				Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
36	PNEUMATIC					
10-00	ECS Bleed Pushbuttons (Overhead Panel)					
01)	"OFF" Annunciator Pushbutton Lights	C	2	0	(M) (O)	May be inoperative provided: a) Associated ECS BLEED Pushbutton(s) are operative and b) Lights erroneously on are masked or deactivated.
02)	Vertical (Valve Open) Flow Bar Annunciator Pushbutton Lights	C	2	0	(M) (O)	May be inoperative provided: a) Associated ECS BLEED Pushbutton(s) are operative and b) Lights erroneously on are masked or deactivated.
11-00	ECS Crossbleed Pushbutton (Overhead Panel)					
01)	Horizontal (Valve Open) Flow Bar Annunciator Pushbutton Light	C	1	0	(M) (O)	May be inoperative provided: a) ECS Crossbleed Pushbutton is operative, and b) Lights erroneously on are masked or deactivated.
02)	Vertical (Valve Closed) Flow Bar Annunciator Pushbutton Light	C	1	0	(M) (O)	May be inoperative provided: a) ECS Crossbleed Pushbutton is operative, and b) Lights erroneously on are masked or deactivated.

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM					
38 WATER/WASTE					
10-00 Potable Water Systems	C	-	-		(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
					NOTE: Any portion of system which operates normally may be used.
	C	-	-		(M)May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				
11-00	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
					NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded inoperative.
					NOTE: These provisions are not intended to prohibit inspections by crewmembers.



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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
49	AIRBORNE AUXILIARY POWER					
10-00	Auxiliary Power Unit (APU)	C	1	0	(M) (O) May be inoperative provided: a) Unit is deactivated, and b) Alternate ground and airborne engine starting procedures are applied.	
11-00	APU Bleed Air System	C	1	0	(M) (O) May be inoperative provided: a) Bleed air valve is secured closed, and b) Alternate ground and airborne engine starting procedures are applied.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL					

20-00	"IG1, IG2" Annunciators Light on CONT IGNITION Pushbuttons (Overhead Panel)	C	2	0	(M) (O) May be inoperative provided: a) Associated CONT IGNITION Pushbutton(s) are operative, and b) Lights erroneously on are masked or deactivated.
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21-00	"START" Annunciator Light on ENGINE START Pushbutton (Overhead Panel)	C	2	0	(M) (O) May be inoperative provided: a) Associated "START" Pushbutton(s) are operative, and b) Lights erroneously on are masked or deactivated.
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30-00	Fuel Flow Indications	B	2	1	One may be inoperative provided: a) Associated engine performance indications (N1, N2, and ITT) are operative, and b) Associated EICAS Fuel Quantity (FQ) indication are operative.
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31-00	Engine FADEC System	A	2	0	May be dispatched with "FADEC" MINOR" blue EICAS messages displayed provided repairs are made in accordance with times established by engine manufacturer. NO EXTENSIONS ARE AUTHORIZED.
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SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
77	ENGINE INDICATING				
21-00	Engine Condition Trend Recording System				
01)	Automatic Mode	C	1	0	(M) (O) May be inoperative provided acceptable alternate procedures for recording Engine Condition Trend Data are established and used.
		C	1	0	May be inoperative provided Automatic Engine Trend Monitoring is not required by Operator's Approved Maintenance Program.
02)	TREND R Switch Function	C	1	0	May be inoperative provided Automatic Mode of Engine Condition Trend Recording System operates normally.
		C	1	0	(M) (O) May be inoperative provided acceptable alternate procedures for recording Engine Condition Trend Data are established and used.
		C	1	0	May be inoperative provided Automatic Engine Trend Monitoring is not required by Operator's Approved Maintenance Program.

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1.		2. NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
79	ENGINE OIL		

31-00	Low Oil Pressure	B	2	1	(M) (O) One may be inoperative provided:
	"L/R OIL PRSS"				a) Associated Master
	Warning on Red				Warnings (Visual and
	Warning Panel				Aural) operate normally,
	(RWP)				b) Associated EICAS Oil
					Pressure and Oil
					Temperature Indications
					operate normally,
					c) Adequate Oil Quantity is
					verified before departure,
					and
					d) Light erroneously ON is
					masked or deactivated.

